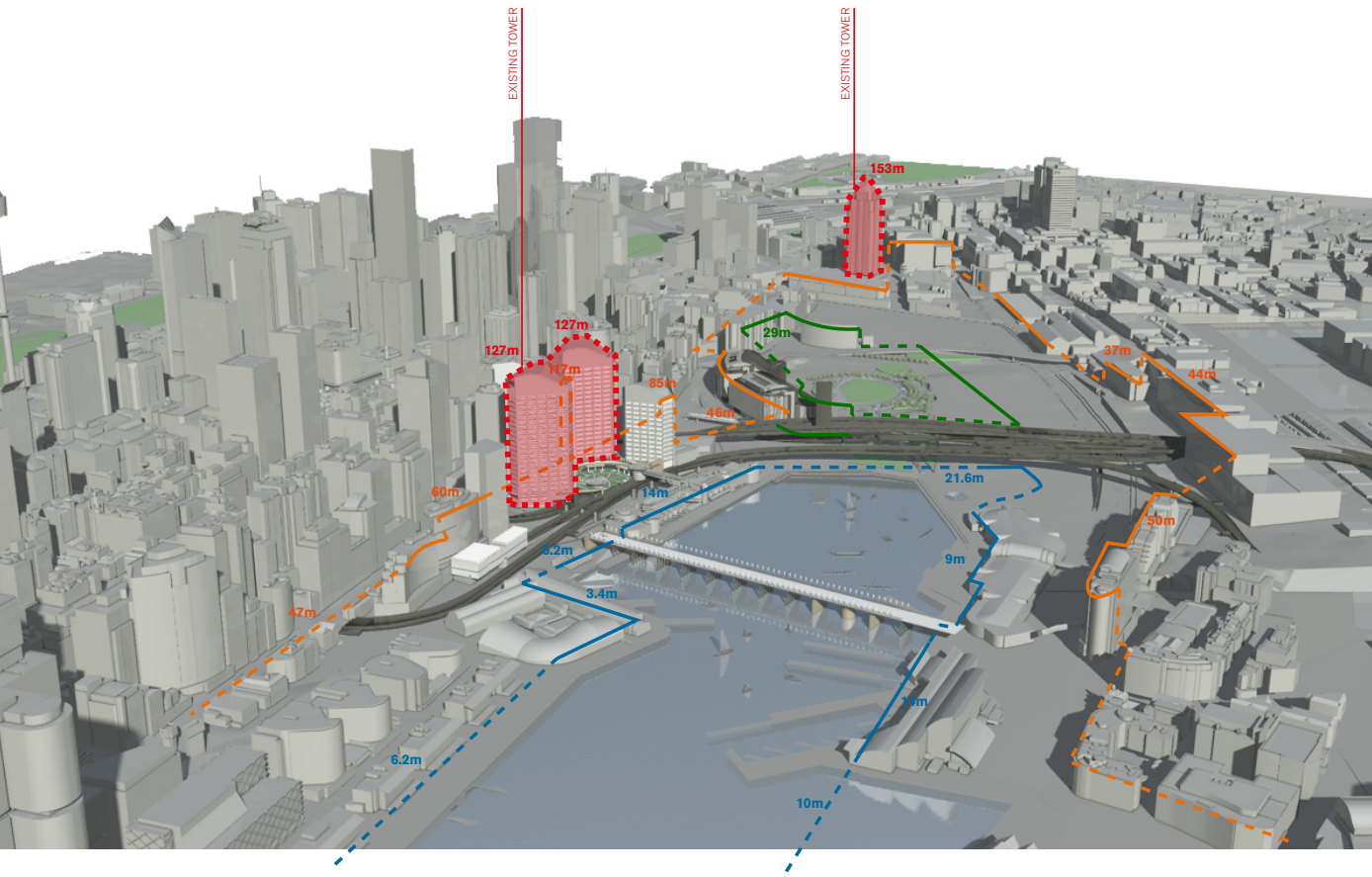


# Darling Harbour Urban Design Summary

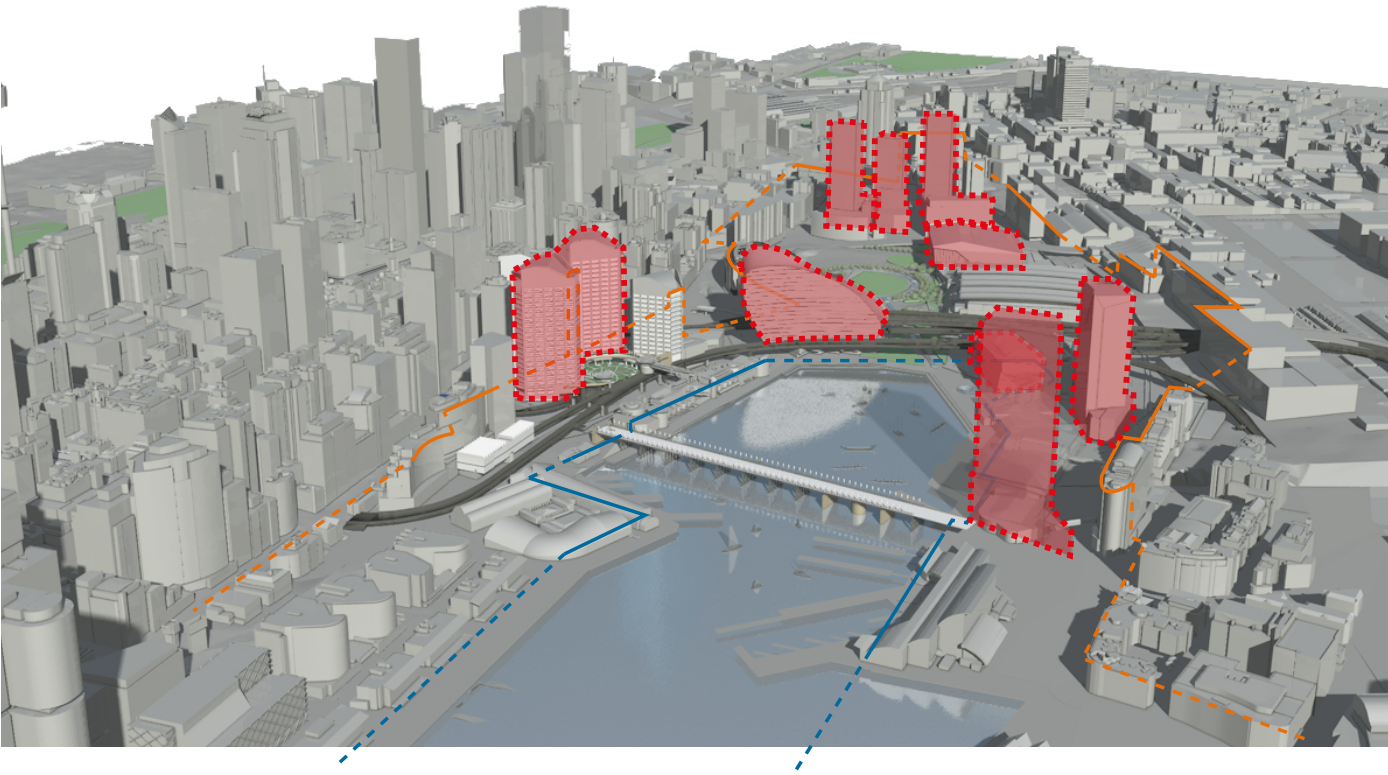
## Darling Harbour Height Study 2006

- Concept of valley floor formalised
- Pedestrianised low lying development on Harbour edge (blue)
- High scale built form on the valley edge (red)
- Opened up idea bringing city scale to the harbour



## Current state of Darling Harbour development 2016

- Several stand alone tower forms approved forward of the valley edge including ICC, Sofitel, Haymarket. Harbourside under SEARS assessment.
- Developments maintain solar access to Foreshore, Tumbalong Park, The Boulevard and Chinese gardens
- Pedestrianised low lying form on Harbour edge maintained on Harbourside application, but elevated by higher podiums on ICC and The Ribbon, including up to 90m and with significant width.





Through a brief review of recent urban design strategies and approved developments, the concept of the valley floor has continued to develop and evolve.

Significant development have been supported that develop Darling Harbour as the cultural and entertainment hub of Sydney, enhance grain of built form, provide public benefit and preserve environmental amenity.

The following sections of this report will outline how a quality urban design outcome can be achieved, through meaningful public domain consideration, and are sensitive to the subject site and surrounding precincts.

Tumbalong Park Amenity

Development should provide solar protection of public spaces such as Tumbalong Park and the Foreshore. Through later sections of the report, this can be described as a solar plane that defines the derived envelope.



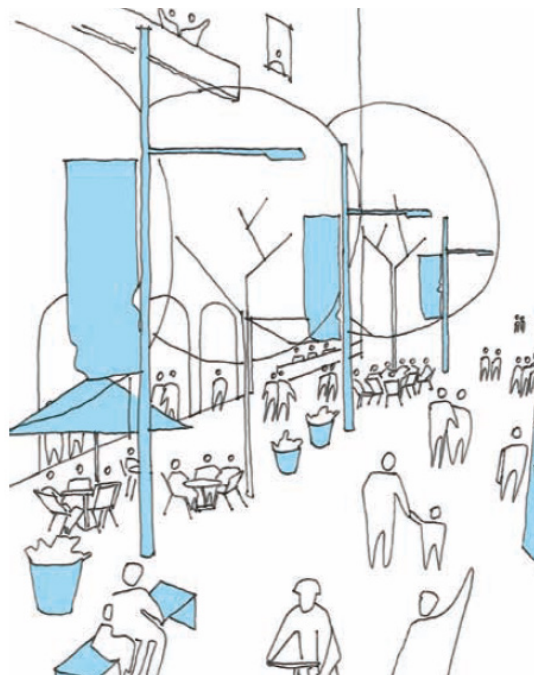
Waterfront

The waterfront currently is a highly used and activated space. Any intervention to the Cockle Bay site should enhance the amenity of the waterfront, improve connections to retail, marine structures, Pyrmont Bridge, Druiett St Bridge and Market Street.





### Public Domain Considerations



"The city will be easy to get around with a local network for walking and cycling, and transit routes connecting the city's villages, city centre and the rest of Inner Sydney." Sustainable Sydney 2030 | Community Strategic Plan (2014) p.17

The development should consider improvements to the public domain, pedestrian permeability around the site, improved connections to Darling Harbour from the CBD including to Cockle Bay and Darling Quarter. The buildings interface with the public domain should be well considered, along with the impact of the building on pedestrian connectivity, view corridors and sightlines to, from and within Darling Harbour.

Vehicular access arrangements should be developed for increased accessibility and safer vehicular and pedestrian crossover movements. The proposal should facilitate improved connections between the CBD, Cockle Bay, Pyrmont bridge and Darling Harbour generally. Finally, improvements to the Darling harbour public domain, including retail activation, pedestrian amenity, safety and interaction with the waters edge should be considered as well.

### Darling Harbour Objectives



#### Site Significance

The subject site is located on the Eastern side of Darling Harbour, a large recreational and pedestrian precinct that attracts over 26 million visits per year according to Sydney Harbour Foreshore Authority. The Darling Harbour precinct also acts as major celebration and event venue for Sydney.

#### Future of Darling Harbour

The Darling Harbour precinct is undergoing significant redevelopment as part of the SICEEP, Darling Square, and IMAX renewal projects. The urban, built form and public transport / pedestrian context for Cockle Bay will fundamentally change as these developments are progressively completed.

#### Connection to the City

The Western Distributor on the eastern side of Darling Harbour acts as a barrier dividing the precinct and the city CBD. Pedestrian connection between the two is currently through Pyrmont Bridge and Druitt Street bridge. There is potential to reconnect the city to the waterfront for the benefit of the public.

### Darling Harbour Alliance



#### Brand Driver

Activation supports and enhances the Darling Harbour brand position and has the elements of Dynamic, Innovative and Celebration at its core.

#### External Partnerships

Activation leverages or links with other wider Sydney events that exist or are planned.

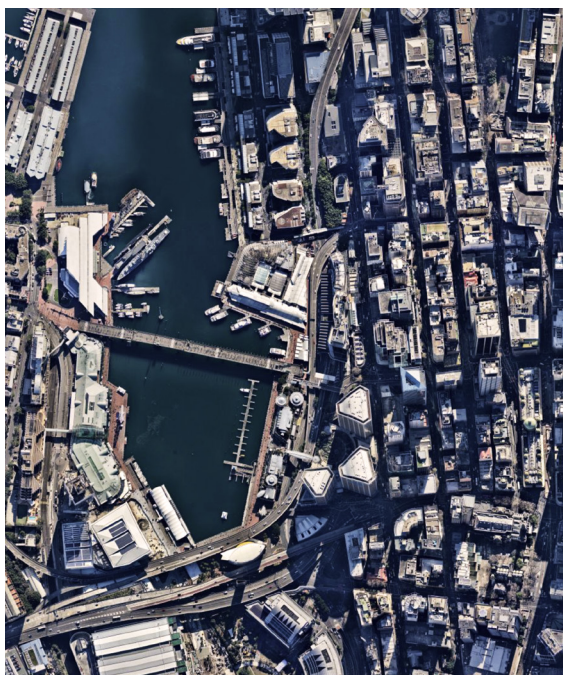
#### Business Driver

Activation that drives business, consumer spend and visitation to the Darling Harbour precinct. These may also align or support the Australian/International retail calendar (including but not limited to – Valentines Day, Easter, Mothers Day, Christmas in July, Fathers Day, Melbourne Cup Day, Christmas etc...)

#### Tenant Integration

Activation that integrates and supports the Alliance partners in Darling Harbour (Australian National Maritime Museum, Cockle Bay Wharf, Darling Quarter, Harbourside, IMAX Theatre and Merlin Attractions) and the wider Darling Harbour businesses.

### Issues raised in SEARS



The issues raised in SEARS including: Statutory and Strategic Context, ESD, Design Excellence Built Form and Public Domain, Environmental Amenity and Heritage have been responded through this urban design report, the EIS and related consultants reports.

### SHFA Review



Following SHFA design review panel comments the following issues have been considered and incorporated into the Stage 1 DA proposal:

#### Massing / open space

The Stage 1 DA shows a reduced massing to the Southern portion of the site, improving building separation, shared views and increased quantity of open space at the elevated publicly accessible open space.

#### Setback

The tower setback has been increased by 3 metres following SHFA comments. Podium and tower setbacks have been considered to mitigate the tower scale to the waterfront.

#### Building Height

The proposal has considered options to reduce tower height and redistribute over a broader footprint. The Stage 1 DA proposes a height RL 235 (as explained later in the report) to maintain open space, reduce overshadowing, increase shared views and preserve flexibility for the Stage 2 design excellence process and best outcome.



2.2 Sustainable Sydney 2030

The current strategy "Sustainable Sydney 2030" contains the following 10 key strategic directions. Redevelopment at Cockle Bay should consider and respond to these as appropriate:

- A global competitive and innovative city
- A leading environmental performer
- Integrated transport for a connected city
- A city for walking and cycling
- A lively, engaging city centre
- Vibrant local communities and economies
- A cultural and creative city
- Housing for a diverse population
- Sustainable development, renewal and design
- Implementation through effective governance and partnerships

A global competitive and innovative city

Cockle Bay provides development potential that can accommodate growth of globally oriented economic activities, and involves the development of world-class tourism and cultural infrastructure and amenities.

A leading environmental performer

Cockle Bay involves the development of a energy efficient office, retail and cultural functions. The proposed green park reduces the urban heat island effect, improves air quality, increases habitat for biodiversity and creates additional space for urban recreation.

Integrated transport for a connected city

Cockle Bay involves enhanced opportunities to walk and cycle, and increases tourist and event accessibility between the city centre, harbour, convention centre and Pyrmont.

A lively, engaging city centre

Cockle Bay provides the reconnection of the city centre to the harbour edge, a positive legacy of open spaces, street network, heritage and landmarks, increases life on the street and opportunities for a more diverse and mature night time culture.

Public domain of high quality and high pedestrian amenity is envisaged, that is safe and attractive for people to meet, rest and walk through at all times. Cockle Bay will develop as a strong, distinctive and engaging precinct with bespoke retail, small bars, dining, recreation and leisure. It will be a place for cultural and creative uses, and a place for art, creative expression and participation.

Vibrant local communities and economies

Cockle Bay has the to potential to contribute to vibrant local communities and economies and provides places for communities to live, meet, shop, create, play, discover, learn and work.

A cultural and creative city

Cockle Bay includes development that feature culture and creativity in the public domain, an appreciation of cultural heritage and its contemporary expression, and the creative use of resources, new technologies and the skills and experiences of diverse communities, as they pursue lifelong learning and knowledge sharing.

Sustainable development, renewal and design

Good urban design is envisaged for Cockle Bay, bringing liveability and greater sustainability. Streets, squares, parks and open space will serve the communities access, recreation and social needs.

Planning Objectives | Sustainable Sydney 2030 & Draft Metro Central Subregional Plan

Cockle Bay is aligned with several of the planning objectives of Sustainable Sydney 2030 and includes increasing "greening" - tree cover and landscaping to the precinct, increasing access to the Harbour foreshore and upgrading pedestrian and cycle infrastructure linked in to the city.

